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PROVINCE OF BRITISH COLUMBIA.

VANCOUVER.

ITS

Progress and Industries.

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SOME FACTS

CONCERNING THE COUNTRY SURROUNDING AND TRIBUTARY
TO VANCOUVER CITY AND THE PROVINCE OF
BRITISH COLUMBIA GENERALLY.

VANCOUVER, B. C.

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Inaugural Speech

OF

His Worship Mayor Oppenheimer

AT THE

FIRST SITTING OF THE COUNCIL ON JANUARY 2, 1888.

(Extract from Vancouver News-Advertiser of January 4th and 5th, 1888.)

THE last meeting of the Council for 1887 was held on Monday at 11.30 a.m. when the minutes of the previous meeting were read and approved. The retiring Mayor made an address, alluding to the pleasant relations always existing between the Council and himself, and taking his farewell of the members.

At noon Mayor Oppenheimer took the chair, the member of the new Council were sworn in, and the Mayor made the following address:—

GENTLEMEN,—It has been the custom for the Mayor at the first meeting of the Council to briefly foreshadow the more important subjects which are likely to occupy its attention during the ensuing term. I feel that in following Mayor MacLean, who since the incorporation of the city has presided at the Council Board, and whose eminent ability in placing lucidly and tersely before the Aldermen his views upon any matter is well known, I am placed in a position of no ordinary difficulty and that an arduous task is imposed upon me. I therefore take this opportunity of asking you to bear patiently with me whilst I make a few remarks upon the work which is before us and to which no doubt you will give your earnest attention during the present year. I am pleased to see around me so many of the gentlemen who were my brother Aldermen during the past year, and their presence gives me assurance that our policy for the present, as in the past, will be vigorous whilst it is conservative, economical yet progressive, prudent at the same time that it is liberal in its views. The gentlemen, whose faces are for the first time seen around this Board, are men of energy and ability who I am confident will co-operate heartily in all measures for the public good, and I doubt not that at the close of their year of office their constituents will again demand that they shall act as their representatives. And before entering upon the discussion of the measures which will call for your attention during the ensuing year, I desire to express the regret which I know will be shared by his late colleagues at the absence from the Council of the late Mayor. His experience, his administrative ability, and the assiduous attention which he gives to all civic matters have indeed made the task of his successors a difficult one. I regret, also, very much the disappearance from our Board of Alderman Hamilton. Occupying, as he did, from the incorporation of the city the onerous position of Chairman of the Board of Works, much of the extraordinary progress which has been so remarkable in Vancouver's history is due to the experience and ability which he brought to bear upon his work and to the patience and devotion which he exhibited in the performance of his duties. As regards Aldermen Lockerby and Sanders you, gentlemen, who were present during last year will endorse me when I say that the way in which they performed their duties may serve

as a model to us during this year. I am sure also that all those present will confirm my statement when I say that no city could have a more faithful staff of officials than those of which Vancouver can boast.

The first duty which you will be called upon to perform will be the selection of your standing committees—these are, Finance, and the Boards of Works, Fire, Water and Light, of Health and of Police Commissioners. In making your selections you should take into consideration, as far as possible, the pursuits and tastes of your members, in order to take advantage of them and thereby secure the most efficient committees that are possible. To assist you in this I will, whilst suggesting the matters which will require your attention during the ensuing year, briefly sketch the duties of these various committees, and which may assist you in making your choice.

FINANCE COMMITTEE.

The first thing that will be required by us will be what is generally known as "the sinews of war," but which, in our case, will happily be devoted to far better purposes than those of hostile aggression, and that is to the building of the mart of commerce, through which the production of two continents will pass; in carrying out works tending to promote the comfort and health of our people, and in such schemes as will assist in developing the resources of our Province, and in encouraging the establishment of suitable industries in our midst. The duty of estimating accurately the sum required to develop the possibilities of our city in a progressive, yet economical manner, and to arrange that the sums required shall be raised by such methods as will not unduly burden the present taxpayers, whilst not mortgaging recklessly the resources of the future, will be the task of the Finance Committee.

As you are, no doubt, well aware, gentlemen, the expenditures for the year are based upon the amounts due for interest and sinking funds, salaries, supplies and the estimates of the probable requirements for these different items are made by each of the Boards. One of the first duties of the Finance Committee in the interest of the ratepayers is to carefully scrutinize these estimates, check every tendency to extravagance on the one hand and parsimony on the other, and after such estimates are passed they must carefully supervise the expenditure of the funds allotted. Upon these items and upon the possible contingencies which will almost certainly arise, and must be provided for in advance, the rate for the year is based.

BOARD OF WORKS.

In a young and progressive city like ours, the Board of Works have most important duties to perform. One of the first requisites of a new city are the streets. During the past year a great deal was done in this respect, but in order to extend as far as possible the advantages of easy transit both for goods, wares and merchandise, or for passengers, in the majority of cases only plank streets were built from 18 to 36 feet wide, according to the amount of traffic to be done in different localities; and sidewalks from 4 to 10 feet wide, according to population, were also laid down. Should the large influx of people which we anticipate come to reside here this year, new streets and sidewalks must be built. In the meantime those already built must be improved; the space between the sidewalks and roadways, which, from the necessity of having a uniform street grade, required cutting and filling, must be attended to, and the planking and sidewalks widened if the present centres of population should materially change.

In connection with streets comes surface drainage, which must be carried on this year to a great extent because, if not, large sums will be required to keep our streets, there being danger from the heavy rainfall of their being washed away.

We have secured, as you are aware, from the Dominion Government the privilege of using the reserve to the northwest of the city as a park, and the Provincial Government have agreed to donate 50 acres of the Hastings townsite to the city for a similar purpose on the eastern boundary of the city. A sum is being expended in constructing a road around the western park. Hastings street, which leads directly to the eastern park, should be extended to it, and efforts be made to secure a company to build a street railway from one park to the other. We should induce such company to run a street car line, connecting with the Hastings street line and New Westminster Avenue and Granville Street. Improvements should also be made to make these parks attractive, and efforts should be made while land is cheap to

secure locations for two central parks midway between those in the west and the east for the advantages and use of those who may not have the opportunity to frequently visit the parks situated in the outskirts of the city.

To the south of us lies one of the most fertile tracts of agricultural land in the Province, on the north arm of the Fraser, and it will be of the greatest benefit to our citizens if any easy and direct means of communication can be opened to it. In order to provide this easy access the municipality of Richmond, in which district the lands referred to are situated, have decided to raise part of the funds necessary to bridge the Fraser River, to build roads through their municipality, and to the boundary line of the C. P. R. lands, in conjunction with the Provincial Government, which has agreed to assist in the work. The C. P. R. have agreed to continue the road through their lands to False Creek, and I would strongly recommend that the city should, at its own expense, build a bridge across False Creek.

The alleys or lanes in the business portion of the city and in the more densely settled parts should also be put in a state of repair, sufficient, at least, to admit of merchandise, or supplies being carried over them.

A market for our citizens is also a necessity, and city scales should be provided at once. A plan in conformity with the requirements should be made at once of the False Creek foreshore, as I have received assurance that upon the application of the city it can be procured for the corporation.

FIRE, WATER AND LIGHT.

The duties of this Committee are also very important. The protection of life and property from the ravages of fire is something without which no city can prosper. During the past great strides in the right direction were made, but as we have long since passed, according to population and wealth, beyond the mere *status* of a village, we must increase and keep increasing our means of combating the devouring element. In this connection I think it would not be out of place to give utterance to my warm appreciation of the voluntary services of our gallant fire brigade, who, from purely public spirited motives, have organized and drilled to such a degree of perfection as to be the first brigade in point of efficiency in the Province, and it is greatly through their energy, promptitude and skill, that we have sustained such little loss from fire since the department was organized. Considering our population and the inflammable nature of many of our buildings, I trust in the future as in the past, every encouragement will be given to our brigade by this Board and the Council at large.

The question of a complete outfit in every branch connected with our Fire Department should at all times receive attention. Water is of course indispensable, and this Board should at once inquire into the possibility of getting a full supply at all time for fire purposes. As you are aware, our present supply of water for fire is supplied by tanks capable of holding 42,000 gallons of water each, and these tanks are so distributed that they can be made available at any fire which takes place within the present populated parts of the city. But as the populated area increases provision must be made for a further supply. The waters of Burrard Inlet and False Creek can also be made available, and approaches to these waters suitable for the fire engine at any stage of the tide should at once be built at such points as will be selected as the most convenient.

But, gentlemen, no matter how numerous are our tanks or salt water approaches, no matter how powerful our fire engine or how able and devoted our fire brigade, in a great conflagration, or in the case of two or more fires at the same time, a serious calamity will again befall us if we do not increase our means of combating it, and steps should be taken in the rainy season to place us in a position of security from any disaster in the coming dry season. The most efficacious means to furnish this security would be a system of water works having mains laid along our principal populated districts with hydrants at proper places and with a pressure sufficient to reach and protect any building which may be erected at any place in our city. There is now a company at work bringing such a system of water works to the city, but it is, as you know, a private enterprise, and beyond our control. This Board should at once ascertain from the company referred to when they will be able to furnish

us with a good water supply, and the terms upon which we can receive it.* If we are not assured that the mains with hydrants will be in position by the 1st of June next, I strongly recommend that another fire engine be at once procured. The expense of such a purchase will be comparatively small and will be amply repaid by the feeling of security it will engender and by the reduction in the rates of insurance which at present are very high.

A thorough system of fire alarm is also needed. Enquiries were ordered by the late Board into the comparative advantages of the different systems in use in other places, and I hope the present Board will hasten to provide us with an independent system based upon the result of these enquiries.

The question of a water supply for family and public use should engage the early attention of this Board. The health of our citizens should be its first consideration, and nothing will contribute more to preserve it, and add to the comforts of people generally, than good water. As the central portion of the city becomes more thickly populated, the wells from which the water used for domestic purposes is obtained will become tainted, and the danger of its engendering disease will be very great. It has been found by experience to be the best policy to have the water supply of a city for all purposes under the control of the corporation. The main object of a company supplying a city with water is to make money. The council of a city can have no such object. Its only desire would be to furnish water to the citizens at such rates as would pay working expenses and provide for the interest and sinking fund necessary to complete the work. The citizens could at the poll decide whether they are satisfied with the working of their water supply.

From these and other considerations, I would suggest to this Board to ascertain upon what terms the city can buy the charters of the two companies having the right to supply us with water, and if a satisfactory arrangement cannot be come to, then I suggest that we take steps to get an independent system with its source of supply at Seymour Creek, and to apply to the Legislature at its next session for the necessary powers to do so.

The lighting of our streets is also under the control of this Board. The present plan of lighting the city is not at all satisfactory. In the business parts of the city we have an electric light at each street corner, but general dissatisfaction prevails at the illumination afforded. The Board should at once enquire into the causes of the failure of the electric lights, and either have the candle power of the lights increased or else substitute gas for them.

BOARD OF HEALTH.

The first duty of this Board is to see that the sanitary regulations laid down in our health by-law be rigidly observed, and a scavenger should be at once appointed to assume control of the work.

No time should be lost by it in hurrying on the erection and completion of the city hospital. The present hospital is not at all suitable for invalids, and is, I may say, a disgrace to us as a progressive people.

As a seaport town having direct communication with the overcrowded countries of Asia, this board should take up at an early day the questions of a marine hospital and quarantine station at this city. At the present time smallpox is raging in San Francisco and Seattle, and the frequent communications between those places and this city require energetic action on the part of proper officials, and show the desirability of having a quarantine station.

The sewerage system of the city should also receive the attention of this Board, which should, I suggest, assume control of it. Our present system will require extension, and it should be the duty of the Board to see that the present sewers should be used to as great an extent as possible.

POLICE COMMISSIONERS.

The general trade licenses of this city are under control of this Board. The Police Force and Police Court are also under its control. The question of the

* At this time (September) the Company referred to has laid the pipe from the Capitano River, is now engaged in putting in the distribution mains throughout the City and will be supplying water to consumers before the end of October, 1888.

merits and demerits of the plan of uniting in one person the double position of Police Magistrate and City Solicitor should be considered and a report made to the Council on it at an early day.

Having thus briefly sketched the duties which fall within the province of each Board, with the matters which I suggest should receive their attention, I leave it with you to consider those of your members most suitable to fill the positions on each Board. The chairman on each Board in particular should be one who will have a great deal of time at his disposal and special fitness for the position, as upon the manner in which the duties of the various Boards are performed will, in a great measure, depend the successful carrying out of the improvements necessary for the general good.

There are many other questions which do not fall strictly within the scope of duties of any board but should not be omitted.

There are also some questions which, at the first view, apparently, do not fall within the duties of the Council, but a little reflection will show that indirectly they are of great importance.

Among those are the Nicola, Okanagan and Cariboo branch railways, the lines of which have been surveyed and the Provincial Government has agreed to assist them with a grant of \$200,000, provided the Dominion Government will also aid them. This, up to the present time, that Government has not done. Now, as these roads run through the most fertile wheat and cattle producing parts of our Province, and the Cariboo branch runs through the best mining districts, and as each line will connect with the C. P. R., it will be of immense benefit to the Province, and to us as a city, if they are built. One of the arguments against our proposed bonus to smelting works was that we had no communication with the districts richest in metals, but these branches, if completed, will place us in direct communication with them and we should memorialize the Dominion Government to aid in their construction.

Among questions of grave importance and more directly affecting us are:

- 1st. The establishment of a P. O. Savings Bank here.
- 2nd. The erection of immigration sheds and the appointment of an immigration agent here.
- 3rd. The appointment of a resident judge.
- 4th. The establishment of a City Land Registry office.
- 5th. The immediate erection of a school in the western part of the city.
- 6th. The provisions for the building at an early date of the school in the southern part of the city.

7th. The placing of P. O. boxes at certain parts of the city for the mailing of letters and the inauguration of a city delivery. All these matters must be attended to before the next sittings of the Dominion and Provincial Governments respectively.

By laws have been passed meeting the most important requirements for the regulation and government of our citizens and I think they should be printed in book form under the authority of the City Council.

Other matters will come up from time to time requiring your action and will, no doubt, be dealt with as they arise.

One thing, gentlemen, before closing my remarks I wish to impress upon you. It is of the great importance that you attend council and committee meetings punctually. You are all business men and your time is valuable. It must be admitted that a considerable sacrifice was made by you in assuming your present positions. That sacrifice will be made greater if you lose valuable time waiting for a quorum. When an hour is named for meetings to take place, if a quorum be assembled at the time designated, the business will not delay you for very long. But on the other hand the tardiness of one dilatory member may amount to the cost of more than the time required for the transaction of the business.

Vancouver's Commerce.

ANNUAL ADDRESS OF THE PRESIDENT OF THE BOARD
OF TRADE AT THE GENERAL MEETING ON FEBRUARY
5TH, 1888.

THE first general statutory meeting of the Vancouver Board of Trade was held in the rooms of the Board on Monday last, the 5th inst. The Mayor, Mr. D. Oppenheimer, who is also President of the Board, was in the chair, and there was a good attendance of the members. After some routine business had been transacted, the President delivered the following address:—

GENTLEMEN,—Before proceeding with the election of members of your Council for the ensuing year, I think it desirable to place before you the work which has been accomplished by the Board since its inauguration.

As you are aware, the first step to establish a Board of Trade in this city was taken at a public meeting of citizens on the 28th of September last. At that time many persons thought it premature to form a Board of Trade in a city of only 15 months growth, but I think a review of what we have accomplished, and the benefit which our labors have been to the city, will show that our organization was not too early.

Concerning the Board itself, I am pleased to be able to state that it is in a thoroughly healthy condition. The number of its members is 52, and its financial standing is sound. Though our existence has been such a short one, the work performed by the Board has been very important, embracing many matters which affected both this city and the Province very beneficially.

Before referring in detail to what has been done, I would say that the Board of Trade of Vancouver should, I think, embrace within the circle of its operations a much wider range even than the limits of this great Province. Situated as Vancouver is at the western terminus of the greatest transcontinental railway in the world, and also as a port of departure for a line of steamers to the great and populous countries on the other side of the Pacific Ocean, with the possibilities of an enormous future trade with Asia and the Australian Colonies, with unrivalled advantages as regards location for controlling the coast and interior trade of the Province, we should feel it our duty to labor earnestly so that the city may reap the advantages which she should derive from her geographical situation. The progress of Vancouver will to a great extent depend upon the exertions of her citizens, with the manner in which they make themselves thoroughly acquainted with all the resources of the Province, and with the way in which they turn these resources to account by developing them.

I will now briefly refer to the actual work done by your Council since November last, which was the time when we got settled in our present offices.

In December the presence of the Hon. John Robson, the Provincial Secretary, in this city, gave the Council an opportunity of discussing with him many matters of importance to Vancouver. Amongst them was the question of dual taxation of personal property in Vancouver. By our charter the City Council is entitled to impose a tax on personal property. Notwithstanding this the Provincial Government has also taxed it, thus placing a double burden upon its owners. We objected to this, and Mr. Robson promised to place the matter before the Executive, and I feel satisfied that our claim for a change will be acceded to.

We also discussed with Mr. Robson the question of a Mechanics' Lien Law. He said that, although it was not a matter for the Government to deal with, yet it would be pleased to give its support to a good measure of such a character.

Since then the Board of Trade, in conjunction with representatives of our mechanics and others have prepared a bill on the subject that is satisfactory to the interests of all parties. We also urged upon Mr. Robson the importance of appointing a resident judge and erecting a court house in this city. Although not within the province of the Local Legislature, the honorable gentleman promised his aid in getting a judge appointed, and said that then a court house would naturally follow. We also asked that a registrar of vital statistics should be appointed here. This has since been done.

We urged the desirability of the establishment of a land registry office in Vancouver, but although Mr. Robson thought this premature, I think it is a matter of so much importance in a place like this, where real property is changing hands every day, that I would urge upon the Board to keep this subject continually before the Government. In response to further suggestions by your Council, Mr. Robson promised that a new school in the west end of the city should be built at once, and that a grant of at least 60 acres of land in the Hastings townsite should be given for a public park. He also promised that a proposal for offering a bonus for the encouragement of fruit growing would be considered by the Executive if placed before it in a practical form. His attention was also drawn to the desirability of amending the law so that a majority of ratepayers could raise a loan to effect necessary drainage improvements, such as were most necessary in the delta of the Fraser, and which would enable a large tract of land, consisting of many thousands of acres within a short distance from Vancouver, to be brought under cultivation.

Mr. Robson also promised that the Government would contribute one-half of the cost of bridging the North Arm of the Fraser River, and arrangements have since been made by this city, the C. P. Railway Company and the Municipality of Richmond, by which the road to that rich agricultural district will be constructed at once, thus placing it within easy communication of this city. Mr. Robson was also requested to urge the Provincial Government to supplement the action of your Board in impressing upon the Post office department the necessity of providing direct mail communication between Vancouver and Nanaimo, and also for extended mail communication with various places in the interior where mining industries are being commenced. Mr. Robson also offered to present the Board with a number of maps and various public documents which have since been received.

Your Council have also forwarded memorials to the proper departments at Ottawa, showing the necessity that exists for the following:—Immigrant buildings and the appointment of an immigrant agent here; the establishment of a marine hospital and quarantine station at this port; the necessity of granting to the city some foreshore on tidal waters, especially on False Creek; that Post Office receiving boxes should be erected in various parts of the city; that the channel of the Narrows should be buoyed and a lighthouse placed at its entrance; that permission should be granted to organize a battalion of infantry and a battery of artillery in this city; that a Government Postal Savings Bank should be established here and also a resident Post Office Inspector be appointed. Of these matters several have already been either carried out or promised, and the rest, I have reason to believe, will be favorably entertained.

OUR GOLD AND SILVER ORES.

One memorial we forwarded to the Government asked that aid should be granted to assist in building branch railways from the main line of the C. P. R. to various points in the Nicola, Okanagan, Cariboo and Kootenay districts, these being the centres of rich mineral deposits. The development of the mineral resources of British Columbia is of vital interest, not only to this city, but to the province at large. The City Council, feeling the importance of this, asked the voters to give a bonus of \$25,000 to any person who would establish smelting works of a certain capacity in Vancouver, and this proposal was agreed to unanimously by the citizens. The confidence thus shown by our own people in the mineral resources of the province has induced many outsiders to inquire into the matter; the City Council has had several proposals made to it by parties proposing to erect smelters, and I am pleased to be able to say that within a few days I expect an agreement will be concluded between the city and English capitalists for the erection of a smelter here. At present, there being no smelting works in the province, all the ore has to be shipped to Omaha and San

Francisco at a cost for freight of about \$19 per ton, whilst it can be brought to Vancouver for about \$4, a difference so enormous as to require no comment. Our object in asking for aid for the branch railways referred to was to enable mining companies to get their ores to a market at a greatly reduced expense.†

The records of the Gold Commissioner's office show that a large number of mineral claims have been registered during the last year. In Cariboo (which is at present 250 miles from any railway) 38 claims have been recorded; at Illecillewaet, 207 claims; at Big Bend, 26; at Kootenay, 9; at Nicola, 200; at Donald, 61. Without railway transportation, only the richest ores will at present pay to ship, as the expense of getting in supplies and shipping the ore, makes it impossible to mine the low grade ores, and without railway accommodation it is therefore impossible to develop our mineral resources. Although fifty millions of dollars have been produced from the gold of British Columbia, this has been the result of placer mining only, and, were sufficient railway facilities afforded, there is no doubt that this amount would be exceeded in very few years by the productions of our quartz mines.

Hitherto another drawback to our mining industries was the restrictions placed by our laws upon foreign mining companies. No matter what was the wealth or standing of a foreign company, by our Provincial laws the persons composing it were treated as individuals, or at the best as merely a huge partnership. This has had the effect of preventing both foreigners and companies incorporated in a sister Province of the Dominion, from investing their capital here. For years I have endeavored to bring about a change in this respect in our local laws, and I am glad to say that a bill for this purpose has been introduced in the present session of our Legislature, and there is every prospect of its being passed.‡ By the proposed law, foreign companies will be placed upon the same footing as our local companies, and I feel satisfied this will lead to a large influx of foreign companies and a great impetus will be given to the development of our mineral resources.

The possibilities of the mining industry are illustrated by the figures of last year's production in some of the states of the American Union. In California the production of gold and silver for that period was \$19,000,000; in Nevada, \$11,000,000; in Colorado, \$22,500,000; Utah, \$5,750,000; in Montana, \$16,000,000; in Idaho, \$7,250,000; in Dakota, \$3,250,000; in Oregon, Washington Territory, New Mexico, Arizona and Alaska, \$9,815,000, making a grand total of \$94,565,000. It will thus be seen that in the whole mountain range from the south in Arizona to the Canadian border, and to the north of us again in Alaska, there has been a yield of the precious metals of nearly one hundred million dollars, during the year 1887. Is it not reasonable then to conclude that along the 700 miles of mountain range through this Province equally good results would be obtained from a thorough exploration of our minerals? I look on the establishment of smelting works in Vancouver as the initial step in the opening up of our immense natural treasure house.

IRON.

British Columbia is however, not less rich in her resources of other minerals than she is in those of the precious metals. Iron, which when found near coal, has been the foundation of some of the most prosperous countries in the world, abounds in many parts of the Province, but at present has been scarcely opened up for want of capital and the necessary works to treat it. At Texada Island, not 20 miles from our port, large quantities of magnetic iron ore are to be found. Bog ore is also found in great abundance along Puget Sound, and I have no doubt also exists in this Province. Within 40 miles of this city coal is obtained in unlimited quantities. At Sooke hematite ore of great value is found, which can be laid down in Vancouver at \$3 per ton. The direct communication between this port and China and Japan cannot fail to be of great advantage to Vancouver when smelting works are established

* Since the date at which the above address was delivered the English Company referred to has entered into an agreement with the City of Vancouver by which, in consideration of a bonus of \$25,000 from the City, it has agreed to erect smelting works of a certain capacity. The Company has purchased 30 acres of land in the City, has already commenced the erection of the works and will have the same in full operation before the close of 1888.

‡ Before the Legislature adjourned it passed such an Act and already foreign companies are proposing to enter upon mining enterprises in the Province.

here. For centuries these vast countries, teeming with a population of so many millions, have been closed to all the modern improvements in machinery and manufactures which exist among other nations. A change has taken place within the last few years; Japan has already made vast strides and eagerly welcomes every new invention or idea. China also is now apparently changing the policy which has hitherto guided her rulers. Railways are being constructed, and the demand for iron resulting therefrom will certainly be very great. Into Japan alone last year the imports of iron and steel, including machinery, amounted to no less a sum than £652,667. During the past year the imports of goods into China, into the manufacturing of which iron enters largely, amounted to \$6,000,000. It is almost impossible to estimate the extent which the imports of iron and steel into these two countries will amount to within the next few years. I think that it only requires the attention of capitalist to be called to the immense deposits of coal and iron which the Province possesses, to these large future centres of consumption, and to the easy and direct means of communication which we have with them, to cause them to take steps to largely develop our minerals in the direction which I have indicated.

VANCOUVER'S IMPORTS AND EXPORTS.

In referring to the benefits that will accrue to British Columbia if it can open up a market in Japan and China for the manufactures which are beginning to spring up in our midst, permit me briefly to speak of the extraordinary progress made in Vancouver itself, the place which is most certainly destined to be the outlet and inlet for the bulk of this foreign commerce. Two years ago the townsite of Vancouver was a forest. Incorporated on April 6th, 1886, it had a population of nearly 3,000 when on June 13th, of that year, the whole town was destroyed by fire. Consequent upon that calamity many persons left the place where they had lost all their property by the conflagration and at the close of 1886 the population did not exceed 1,500. To-day we have within the city about 6,500 people. There are 15 miles of street with many fine business blocks of stone, brick or cement and wood, with handsome residences scattered all over the beautiful site on which the city is located. The first train from the Atlantic seaboard only arrived in Vancouver on May 23rd last, about nine months ago. On June 13th, 1887, precisely one year after the fire there steamed into our magnificent harbor the Abyssinia, the first of the Canadian Pacific line of steamships from China and Japan. Since that time at intervals of about 3 weeks, one of these steamers has arrived and sailed from our ports, bringing here the silks, teas, rice and curios of the east and carrying from our shores the products of our shops and factories, to the value of many hundreds of thousands of dollars. Within a short time these sailings will be fortnightly, to be still further reduced ultimately to a weekly service. Already negotiations are on foot for another line between Vancouver and the Australian Colonies, destined to develop a large trade between these far distant parts of the British Empire.

To the east of our province for hundreds of miles there are prairies destitute of timber, but the soil of which places that country amongst the richest agricultural portions of the globe. Already on those great plains "is heard the tramp of pioneers, the vanguard of a nation soon to be," and with the next few years we may expect to see those great territories covered with flourishing farms, the abode of a happy and prosperous people. With them we should have an extensive trade. We can supply them with the products of our mines, our fisheries, our orchards and our forests, whilst in return we take their breadstuffs (which they can raise cheaper than we can) for the feeding of our people and for shipment to our customers in China and Japan.

It is, however, necessary that we should study all these markets, make ourselves acquainted with the requirements and peculiarities of each, and in this matter the Board of Trade can be of the greatest possible advantage to our merchants and manufacturers by obtaining and disseminating amongst them the requisite knowledge.

OUR FISHERIES, FORESTS AND FRUIT.

British Columbia is known all over the world by its salmon, which, when canned, is sent to every quarter of the globe. The canneries, extensive as they are, are still capable of large increase. Another branch of this industry has, as yet, not been

really commenced. I allude to the shipment of fresh fish by means of refrigerator cars all over the eastern part of the Dominion which is destined within a few years to prove a large source of traffic to the C. P. Railway. Our waters abound with many other kinds of fish, but no systematic attempt has, as yet, been made to develop this branch of our fisheries. When this is done, this industry will itself support a large population, either in the actual fisheries themselves or in their kindred branches, and Vancouver from its excellent location will be the centre of this trade.

Of our forests I need say but little. Our province is famous for its timber, and the lumber manufactured from our fir, our cedar and our pine is recognized by the best that is produced on this continent. The foreign lumber trade has already assumed large proportions. In our harbor to-day are six large ocean going vessels loading for China, Japan, South America and Australia, and this business will shortly be supplemented by extensive shipments of lumber to China and Japan by our line of steamers. Our sash and door factories are also commencing to send their manufactures to foreign countries, whilst whole train loads of lumber and of manufactured woodwork are constantly being sent by the railway to the eastern provinces.

Every description of fruit raised in the temperate zone can be raised here in the greatest abundance and excellence. Although in the valley of the Fraser fruit culture has been carried on for many years with great success, the production is insignificant compared to what it will be in a few years. The market in the North-west territories alone will tax our efforts to supply it, and it is difficult to point out a pursuit which offers better returns to the small capitalist and agriculturist than is to be found in fruit raising in British Columbia.

THE WESTMINSTER DISTRICT.

The rich section of the province known as the Westminster District, and in which Vancouver is situated, contains the largest amount of agricultural land to be found in the province. Along the Fraser River are large alluvial tracts of unsurpassed richness. It is estimated to contain 503,000 acres, and is intersected by two great commercial arteries, the C. P. Railway and the Fraser River. The average annual rainfall is from 50 to 60 inches. Some of this land is timbered, whilst other parts of it are either open country or dotted with underbush. The soil is generally a deep black, with a clay subsoil. Enormous crops can be raised upon these lands. Although wheat has sometimes failed to ripen, very large crops can be raised. From 60 to 80 bushels to the acre is a common yield. Oats will give 75 bushels, barley 40 bushels, turnips 40 to 50 tons, potatoes 30 tons. Roots and vegetables attain an almost incredible size. Pumpkins weigh 50 to 70 lbs., squash 60 lbs., vegetable marrows 9 lbs., cabbage 26 lbs., onions $1\frac{1}{2}$ lbs., turnips, 16 lbs., mangolds 20 lbs. The average yield of hay is $3\frac{1}{2}$ tons to the acre. Hops do well, and the strength and fertility of the delta lands within a short distance of Vancouver are almost unrivalled. Whilst, however, all these products are raised easily and find a good market, the growing demand for all descriptions of dairy produce which Vancouver offers present extraordinary inducements to the industrious farmer. Besides this, eggs, chickens, geese and turkeys all command high prices, and at present our market is chiefly supplied with these things from the eastern provinces or by importation from the States. These things must be raised in the province. By this means thousands of dollars will be kept at home to be expended amongst our merchants and mechanics which are now sent abroad. I advise immigrants to purchase small tracts of land, say from 50 to 100 acres, cultivate them thoroughly, and the net returns will far exceed what can be realized from ten times the quantity of land in the prairie states and provinces. The people of Vancouver must see that good roads are built at once throughout these farming districts, bringing them all into easy communication with our city.

BET ROOT SUGAR.

Another industry, practically untouched as yet, is undoubtedly destined to become of importance in the future and contribute to Vancouver's trade while adding greatly to the wealth of the Province, that of the cultivation of the sugar beet and the extraction therefrom of sugar. In the districts covered with the rich

alluvial soil within a few miles from Vancouver the cultivation of beets for this purpose will engage the attention of a large proportion of the farmers. As long ago as 1868 an attempt was made in this direction and the results attained were most satisfactory. For want of capital and knowledge of the process of manufacture and on account of the isolation of the province at that time, and the paucity of population, however, the experiment was allowed to drop. It is, however, stated that any analysis of the beets then grown showed that they were richer in saccharine matter than the average of the beets used in producing sugar in France or Germany.

On the banks of the Fraser River, in the locality situated within a few miles of Vancouver and to which a road is now being built, the soil is suitable for the cultivation of sugar beets. The Vancouver Board of Trade is taking steps to extend the knowledge of this industry among the farmers while, at the same time, it is endeavoring to draw the attention of capitalists to the large returns that can confidently be calculated on from embarking in the business of sugar manufacture. While both these classes will find it to their pecuniary advantage to engage in the business, the benefit to the province and this city of the large increase of population which the location of the trade here will make possible cannot be overestimated.

CANADIAN PACIFIC RAILWAY.

As a pioneer of this province I cannot refrain from alluding to the inestimable benefit which has resulted to British Columbia from the construction of the great transcontinental railroad of which Vancouver is the western terminus. That this young nation should undertake such an immense enterprise is a proof both of its energy and of its belief in the future of the Dominion, and it is the duty of every citizen of Canada to aid as much as possible in making the road financially a success. It has opened up to capitalists the great mineral resources on the north shore of Lake Superior and of this province, and has made accessible the millions of fertile acres in the great North West, whilst it has opened an Imperial Highway entirely under the shelter of the Union Jack from England to the great British possessions in Asia and Australia. Travelling as I have done through this province before the railroad was built, I can fully realize the benefits we derive from it. At present only the main line is built, yet the local traffic along it pays fairly well. But when branch lines are constructed, radiating to all points within the province, not only British Columbia, but the Company itself, will derive immense benefit from the vast increase in trade which such enterprises will make possible.

STEAMSHIP SUBSIDY.

At the time British Columbia entered the Confederation, the only means of communication with the east were by the Central and Union Pacific Railway *via* San Francisco. The trade between this Province and the States was small, and in order to establish a fortnightly mail service the Dominion Government granted a subsidy to a line of steamers between Victoria and California. But the completion of the Northern and Canadian Pacific Railways has changed this state of things, and, by our national road, we now receive our Eastern and European mails every day with great regularity, and in a much shorter space of time than was possible before. The construction of a railway along the coast, from San Francisco to Puget Sound, also brings us our daily mail from California, instead of the fortnightly or weekly mail by these subsidized steamers. At the time that this steamship line was subsidized, it was necessary to get an American company to perform the service. The result of this is now, however, a matter of great inconvenience and loss to any other Provincial port than Victoria, as steamers under the American flag cannot call at two Canadian ports consecutively. An illustration of the injury this causes us is seen in the fruit trade of Vancouver, which is greatly injured by the delay and transshipments caused by the present arrangements. I would therefore urge upon this Board the importance of asking the Dominion Government to subsidize a British instead of an American line of steamers. There can be no doubt that at the time that this subsidy was granted it was intended as much as a subvention in the interests of trade and commerce as for a mail subsidy, and we should insist upon the subsidy being continued for this reason, even if its necessity for mail purposes is no longer as urgent as it was at the time it was originally granted.

THAT A CITY

of over 6,000 should spring up in less than two years, with all the substantial improvements that we see around us, is in itself surprising. Yet the trade which must inevitably centre here within the next few years warrants the prediction that in a short time San Francisco alone will excel us in population, wealth and commerce on the Pacific Coast. The trade of the whole interior will pass into the hands of our merchants, while this city will be the centre of the great smelting industries, of iron manufactories, and of many other industries. Through Vancouver will pass the immense trade of the Dominion with Asia and Australia. Already we have no less than seven saw-mills turning out millions of feet of lumber annually, two sash and door factories, three furniture factories, two iron works and machine shops—one of them being the largest in the province,—boiler works, three breweries, soap works, lime works, soda water works. The city is lighted by both gas and electricity, and in course of a few months will have one of the finest systems of water works to be found on the continent. All these undertakings have been started by private enterprise. Trade and commerce is represented by numerous houses, both wholesale and retail, whose commercial ramification extend not only over this province, but throughout the adjoining territories, whilst our produce and commission merchants handle an immense amount both of domestic and foreign produce. Three chartered banks, those of British Columbia, Montreal and British North America, and one private banking firm, Wulffsohn & Bewicke, conduct the financial business of the city. I must not omit to mention the extensive operations carried on here by the C. P. Railway Company, whose monthly pay roll is about \$25,000.

An Unparalleled Showing

FOLLOWING is a statement of the receipts and expenditures of the city from January 1 to November 30 submitted by Ald. D. Oppenheimer, the able Chairman of the Finance Committee, to the Council with the following remarks:—

At the close of our fiscal year it devolves upon me, as Chairman of your Finance Committee, to lay before you the receipts and expenditures for the current year, and explain to you the financial condition of our city. The estimates of probable revenue and expenditures for the ensuing year will be laid before you by my successor.

That the finances of your city for the past year have been economically husbanded, the balance sheet I have in my hands for your perusal will corroborate.

I also fairly state that no city can show as much work for the money expended as the City of Vancouver; it surprises even the most economical observer who visits our city to see the amount of work done for the money expended. I will here explain to you the compiled balance sheet of receipts and expenditures as taken from the books of the corporation up to the 1st December. A general itemized balance sheet will be brought before the Council at the first or second meeting of the new board, including the assets and liabilities.

I have to congratulate you, Brother Aldermen, that instead of our treasury being empty, as when we took office, we are able to hand over to our successors a large contingent banking balance and \$5,000 unpaid taxes, to be collected.

The total receipts from various sources for the current year, up to the 1st December, are.....	\$203,253.69
Total expenditures	170,776.43

Balance in Bank B. C.	\$32,483.26
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Out of this balance about \$22,000 will be required for running expenses for December and work under contract, and available for contingent fund say \$8,000, and the \$5,000 unpaid taxes, making a total of \$13,000 available for next year.

Regarding taxes collected I have to say that the assessment roll for 1887 was:—

\$2,738,806 at $1\frac{1}{4}$ per cent	\$33,763.00
Taxes collected	\$27,342.61
Five per cent rebate if paid on or before August 1st, 1887.....	1,309.26 28,651.37

Unpaid taxes to be collected.....	\$5,111.13
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As the system of 5 per cent. rebate allowed on taxes this year is a real loss to the city, I recommend that for the ensuing year 20 per cent. should be added to the rate struck, and if taxes are paid on or before August 1st, 1888, 20 per cent. will be deducted.

The progress our city has made during our term of office will run the assessment roll of 1888 to over \$4,000,000—not so bad for a city of only 18 months' growth.

The different committees of your Council will no doubt lay their annual reports before you, which I am sure you will find exhaustive and very interesting, especially the report from the able mind and hand of the Chairman of the Board of Works. I have also to congratulate you on the harmonious working of the Council. That your city stands to-day high in the money market of the world, the result of our financial standing, has been fully illustrated to you by floating our debentures so successfully, and keeping our treasury efficiently supplied to meet the city's engagements with promptness.

It is very gratifying to me, as it must be to every citizen present, to notice the unanimity which prevails among us as a community. During the past year my brother Aldermen and myself worked assiduously in the performance of our duties. That these duties were well performed, and the trust reposed in us was not wilfully violated, and that the citizens appreciate this, is evident from the fact that nearly all the Aldermen of last year have been re-elected. This appreciation of our labors will, I am sure, spur us on, if possible, to still greater exertions for the public welfare next year, so that at the end of our term of office we shall be still in the possession of the confidence of the citizens. I do not intend to delay you by making a long speech, but shall merely refer to a few of the works performed by us this year. After the fire of the 13th June, 1886, in order to start again without any delay, public improvements in the central portion of the city, the frontage tax system was adopted with the understanding that as soon as the city was in a position to do so, the debentures issued on the frontage system should be taken up by General Debentures of the City. The financial part of this scheme fell upon the Board of which I had the honor to be chairman, and so favorably did we place our position before the monied centres of the world, that we were able to realize our first lot of debentures at nearly par, a thing unknown in the history of any city of less than a year old. Besides the \$60,000 required to take up our street debentures, we provided \$25,000 for sewerage, a most important matter; \$65,000 for street and other improvements, expending the monies at our disposal so as to do the greatest good to the greatest number of our people.

Referring further to the department in which I specially labored, I would refer to the bonus system to a limited extent adopted by us and endorsed by the people. We felt that the time had arrived when we should do something to encourage industries peculiar to the province and bring them to our City. In order also to enable you to show to advantage the magnificent scenery surrounding our City and its beautiful situation, and to place these properly before strangers, and also to furnish means of recreation for our people the Park Road loan was projected

and carried through and the debentures for that loan sold at par. The whole result of our exertions is that financially we stand high in the money market, and shall be able without unduly oppressing the citizens, to continue to make the necessary improvements to meet the unusual large increase in our population at a small annual outlay.

In general matters we have also tried to keep pace with our rapid progress as the gateway city of the traffic between Europe and Asia.

A sanitary by-law has been passed which will enable us to deal with disease at its incipency, and we have also provided for a hospital in which the diseases or injuries of our unfortunate fellow citizens will be promptly and efficiently treated.

At no time in the history of the world has there been a city whose prosperity has been so marked or its future promises so bright as the City of Vancouver. It is an universal expression by all who see the progress our city has made that its equal has never been known. The buildings erected and city improvements made this year are over \$1,500,000, and the buildings to be erected next year will exceed that sum. We have no paper boom; our growth is rapid and has a sound foundation. People who buy property mostly do so to build thereon and remain and become citizens. The future of Vancouver is assured, and no rival's action can check her progress and growth.

Receipts and expenditures of the City of Vancouver for the eleven months ending November 30th, 1887 :—

RECEIPTS.

To Balance from 1886.....	\$ 2,227 08
“ Licenses.....	12,343 93
“ Police Court fines.....	3,180 55
“ Rents.....	141 50
“ Proceeds of Debentures.....	156,752 75
“ Taxes collected.....	27,343 38
“ Hospital (refund from C. P. R.).....	240 00
“ Provincial Government grants.....	1,000 00
“ Cemetery plot.....	23 50
	\$203,253 69

EXPENDITURES.

By Police Commissioners.....	\$ 2,889 33
“ Expenses of Charter.....	1,720 35
“ Board of Health.....	1,999 40
“ General expenses, grants, fuel, etc.....	3,262 50
“ Board of Works.....	53,836 13
“ Fire, Water and Light Committee.....	7,635 08
“ Printing and stationery.....	1,593 73
“ Salaries.....	9,859 92
“ Furniture.....	406 16
“ Interest.....	6,869 10
“ Sewerage construction.....	13,897 96
“ Notes paid off.....	7,412 00
“ Debentures paid off.....	56,769 30
“ Sinking fund.....	2,619 47
“ Balance.....	32,483 26
	\$203,253 69

Appropriations for the year 1887, with the various balances remaining on the same on November 30th, 1887.

UNDER BY-LAW NO. 12—\$14,100 LOAN.

	Appropriation.	Balance.
Water tanks, hook and ladder, etc.....	\$5,000 00	\$ 13 86
City Hall, offices, etc.....	2,500 00	28 01
Landed in lieu of 2:2	2,600 00	2,000 00
Cemetery	1,000 00	93 50
Total balances.....		\$2,135 37

UNDER BY-LAW NO. 29—\$150,000 LOAN.

Public streets	\$58,435 00	\$7,580 27
Drains and sewers.....	25,000 00	7,862 27
Hospital	2,000 00	1,829 82
Local Debentures.....	62,065 00	3,205 93
Fire Department	2,500 00	534 10
Total balances.....		\$21,012 39

REVENUE.

Board of Works.....	\$2,100 00	\$ 79 82
Fire, Water and Light.....	1,700 00	218 73
Board of Health.....	2,400 00	933 02
Salaries.....	12,600 00	2,981 98
Printing Gazette.....	250 00	250 00
“ City.....	800 00	47 22
Fuel and Oil.....	300 00	223 60
Interest on street debentures.....	2,500 00	1,891 34
Liabilities of 1886.....	4,900 00	745 30
Interest and Sinking Funds.....	12,948 00	4,525 48
Total balances.....		\$11,895 89
Police Commissioners.....	\$2,250 00	\$ 134 28
Stationery.....	250 00	7 95
Total overdrafts.....		\$ 142 23

VANCOUVER THE EMPIRE CITY.

IN July, 1886, the city had a population of about 1,200.

In July, 1887, the population was 3,000.

In July, 1888, a careful calculation shows that the city has some 8,500 people within its limits.

And it is estimated that by July, 1889, the population of Vancouver will be at least 20,000.

The western terminus of the Canadian Pacific Railway, the only railway line on the American continent that reaches from the Atlantic to the Pacific which is controlled by one company. Vancouver has from this circumstance alone the certainty of becoming a place of great importance. In addition to this, however, she is the only seaport on the Pacific coast of the Dominion that has a harbor capable of being entered at all states of the tide and at every season of the year by the largest ocean-going vessels. This has consequently led, in connection with her being the railway terminus, to Vancouver being selected as the home port of the lines of mail steamers to Japan and China, New Zealand and Australia. The former service has already been commenced, and it is anticipated that within a few months the Australasian service will also be inaugurated.

In 1886 Vancouver had no communication by railway with the rest of the world and the only way by which either passengers or mails arrived was by a steamer calling on its way from Victoria to Port Moody. Now Vancouver has a daily steamer from here to Victoria; a steamer twice a week (shortly to be made three times weekly) from Port Townsend, Seattle and Tacoma; a steamer every three weeks to Japan and China, beside extra boats on frequent occasions and numerous steamers from the various provincial ports. Vancouver has a daily mail service over the Canadian Pacific Railway with the East, and three trains a day between this city and Westminster. Letters have arrived here in 12 days from England, and with faster steamers on the Atlantic it is contemplated that within a few months Vancouver will be 8 or 9 days of England.

The industries and resources of Vancouver are many in number and diverse in their character. The production of lumber on Burrard Inlet is the largest on the British Pacific Coast. Great as it is a considerable addition is expected to be made to its amount in a short time by the erection of one or more large mills. Within the past year sash and door and furniture factories have been started and already their productions are being shipped to the far east both of the Dominion and United States. Several other woodworking industries are expected to be commenced shortly.

Vancouver's future as the centre of one of the most important industries—that of smelting gold and silver ores—is assured. Ground has been purchased within the city limits for the erection of large smelting works and before the close of the year they will be in full operation. The history of Omaha, Denver, Butte City and Salt Lake will be repeated at Vancouver, and around the smelting works will spring up a large population and the city will be the location of numerous subsidiary industries. Already there are in operation iron works and foundries, boiler works, shipyards and boatbuilding establishments and many smaller factories and works of other descriptions.

The location of Vancouver is probably the finest of any city on the coast. Situated on Burrard Inlet which is a natural harbor, some 11 miles long by $2\frac{1}{2}$ to 3 miles wide, completely landlocked, it is impossible to conceive a more favorable position for a large naval and mercantile port. What San Francisco is on the Pacific and New York on the Atlantic to the United States or Liverpool to Great Britain, Vancouver will become to the Dominion, while as the half way house on the peculiarly British route between Great Britain and her Indian and Australian dependencies, she will be always a city of great importance in the views of the Imperial Government. For beautiful situation, for the building up of a great city with excellent drainage and everything which tends to attract population, the location of Vancouver leaves nothing to be desired. With the Inlet on the north and False Creek on the south, the city is easily accessible by water thus affording excellent opportunities for bringing in cheaply all kinds of supplies.

With her streets all planked or gravelled, with good sidewalks, locomotion around the city is both easy and agreeable at all times while the streets and buildings are lighted with both gas and electricity. The Canadian Pacific Railway has recently completed and opened one of the finest hotels on the Continent while there are numerous other hotels and boarding houses in the city affording accommodation at prices to suit the means or tastes of every visitor. In the western portion of the city there is a public park of 1,000 acres in extent on which the city has expended \$30,000 in making rides and drives. From various points on these roads can be obtained some of the finest views in the Inlet, of English Bay and of the mountains on every side.

A road is now in course of construction connecting Vancouver with one of the richest agricultural districts in the province situated within a few miles of the city at the mouth of the Fraser River. The farmers from there will, on the completion of this road be able to reach with ease one of the best markets on the coast for their produce, while their trade will add considerably to the volume of the business of Vancouver.

Ample educational facilities are afforded by three public schools located in the eastern, western and southern portions of the city respectively. Besides these there are several private schools. The Episcopalians, Roman Catholics, Methodists, Presbyterians, Baptists and Congregationalists all have places of worship and some of these denominations are about erecting additional churches in other parts of the city.

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